

# BRIDGEPORT EVENING FARMER

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WEDNESDAY, AUGUST 30, 1916.

For President  
**WOODROW WILSON**  
For Vice President  
**THOMAS R. MARSHALL**

## WILL THERE BE A RAILROAD STRIKE?

IT IS NOT yet necessary that there should be a railroad strike. The effort of the president to find a common ground upon which to adjust the matter has failed, but he has suggested to Congress legislation which ought to make a strike unnecessary.

The men want an eight hour day. They are willing to arbitrate everything else. The president declares that the eight hour day is socially necessary, and proposes legislation to make it the legal day for all employees actually engaged in interstate commerce. Once this measure is a law, the only obstacle to arbitration is the lack of a tribunal. The president recommends action necessary to raise the tribunal.

Now it follows that the eight hour day may in some cases cost the railroads more money than the present system, and it may happen, in some cases, that the earnings of the railroad are not enough to pay the bill.

Therefore the president proposes a way to rate increases when it shall be found by actual trial of the eight hour day, that taking the financial condition of the property into consideration, there ought to be an increase.

No fair minded man can object to this proposal. It is absolutely necessary, in order that there should be fairness.

A railroad receives its charter upon its agreement to perform certain services. In compensation for these services it is entitled to a fair return upon the value of the property employed for the public. If its rates do not render such a fair return it is entitled to raise them. About this there can be no doubt.

If the eight hour day places any railroad in a position where it cannot earn a fair return upon the value of its property employed for the public it is entitled to raise its rates.

There can be no other fair way. The president in this matter, of saying that the railroads may have a fair return, if any of them don't get it, is absolutely beyond criticism. Justice requires this.

The president's other proposals are also commendable. The Interstate Commerce Commission ought to be enlarged. It is not big enough to do the work. Its methods of procedure ought to be broadened for speed and service. Such action ought to be taken, whether there is to be a strike or not.

That the railroads must come under government control in case of military necessity is too plain to need statement. There ought to be in the hands of the president enough power to operate the railroads for military purposes and that power should be instantly granted. The dangers of war are not too remote to make this course imperative.

The proposal for investigation before a railroad strike can begin lawfully will probably not be pleasing to labor, which in America has been historically opposed to anything in the nature of public compulsion with respect to arbitral awards.

This opposition is based upon the belief that the government is uniformly hostile to labor, a belief not entirely without foundation in view of court-injunctions, use of the militia in strikes, Danbury Hatters cases, Monumental Bronze cases and the like.

But the president does not propose a compulsory award. He proposed a delayed strike pending a public investigation.

So far as organized labor may not favor this remedy, it is from the fear that railroads may use the investigation as a period of preparation.

It seems to The Farmer that such fear is groundless. Such an investigation would from the nature of the condition be speedy. No more time would be given to the railroads to prepare than now. The railroads know many months ahead when demands are to be expected. It is always in their power to invite a strike, and they can make the necessary preparation at their option.

The history of public interference in labor matters, during the last 25 years, has been an almost unbroken series of triumphs for labor.

When strikes did not concern the public very much, labor could be beaten to the earth. But whenever and wherever public investigations of labor difficulties have approached the quality of judicial proceedings, there labor has made progress. For proof of this statement let the impartial citizen consult the conditions of labor in Australia and New Zealand, where the adjudication of labor disputes is most advanced.

## PROVING SPEED OF AUTOMOBILES

IN A RECENT case in which an unusually careful driver was charged with speeding the officer testified in substance that he followed the accused for about a mile and half, trailing him a time at a distance of 700 feet, and finally closing up the gap.

The officer testified that the speed of his own car ranged from 32 to 37 miles an hour, and inferred from this fact that the accused must have been making the same speed.

The accused testified that his car was going at about 30 miles an hour, a pace that would have been safe under the conditions.

In this case both the officer and the driver were doubtless telling the truth. Assuming the accused travelled the distance at 30 miles an hour, he would do the mile and a half in three minutes.

The officer at 37 miles an hour could make the same distance in two minutes and five seconds. To make up 700 feet, at 37 miles an hour, the officer had to travel a half a mile and 700 feet more, which would take one minute. If traveling but three miles an hour faster than a car moving 30 miles an hour, there would be needed about two and one-half minutes, and the officer's car would move very close to a mile and a half to come abreast of the other car.

This is a type of many cases in which the opinion is too hastily

formed, that somebody is speaking falsely. It will frequently be found that apparently contradictory figures of automobile speed are confirmatory of each other.

## A BRITON WHO HAS BECOME A GERMAN

Houston Stewart Chamberlain, the British-born author who was naturalized a German citizen some days ago, is a son-in-law of Frau Cosima Wagner, widow of the great composer. Although reared and educated in England, Chamberlain has spent most of his mature life in Germany, and since the outbreak of the war he has been more violently pro-German than the Germans themselves. In numerous articles contributed to the German and American press, he has upheld the Teuton cause and bitterly denounced the British, at whose door he lays the responsibility for the struggle. He has pictured the Kaiser as something of a demi-god, and for this he was rewarded last year with the Iron Cross. He applied for naturalization last April, and his desire to become a German citizen as well as in opinions was speedily accomplished. Chamberlain is the son of the late Rear Admiral William Charles Chamberlain, of the British navy, and his mother, also English, was the daughter of a British naval officer. After graduating from Cheltenham College, Chamberlain applied for a commission in the British army, but was refused as physically unfit for the service. He was greatly disappointed at his failure to obtain an army berth, and went to Germany. There he fell in love with and married Eva Wagner, the younger then has lived with his wife and mother-in-law at the Wagner villa in Bayreuth. He is the author of many books and articles in German, English and French. Chamberlain played a prominent role in the suit brought by his wife and her brother, Siegfried, in a futile attempt to disinherit their sister. It was alleged by Siegfried and Mr. and Mrs. Chamberlain that Isolde was not the child of the composer, but that her father was Hans von Buelow, Frau Wagner's first husband.

## ICELANDERS IN AMERICA

The first colony of Icelanders to establish themselves on the American continent arrived at Lake Rosseau forty-four years ago to-day, Aug. 30, 1872, and there began the pioneer Canadian settlement of their people. The beginning of a considerable immigration of Icelanders to America. The first party consisted of more than 150 men, women and children, but only about a dozen families settled in the Canadian colony. The remainder scattered over Canada and a few went on to Wisconsin. Since then thousands of Icelandic explorers, comes of the old Icelandic sages of Eric the Red, whose son Leif is said to have voyaged to America five centuries before Columbus—have emigrated to America, most of them settling in western Canada and the northwestern states. They have made sturdy, intelligent, patriotic citizens. Vilhjalmur Stefansson, the distinguished explorer, comes of Icelandic stock, his parents having emigrated from Iceland and settled in Manitoba a year or two before Vilhjalmur was born in 1879.

## IF WASHINGTON HAD BEEN KING

If George Washington had given his consent to the plans of the post-revolutionary royalists who wanted to establish an American kingdom, with Washington as monarch, and the people had permitted the setting up of a monarchical form of government, and the crown had been perpetuated in the House of Washington, who would now be the King—or more likely the Emperor—of the United States?

Since Washington had no children, it is probable that the crown would have passed to the Lewis family, as Bettie Washington, sister of the "Father of His Country," married Col. Fielding Lewis, and by this union established a family which today claims the closest relationship to the first President.

The genealogy of the Lewis tribe shows that Col. Fielding Lewis, brother-in-law of Washington, had a son, also named Fielding, that the latter had a son Charles, whose son, George Washington Lewis was the father of John Calvin Lewis, the man who might have been the twentieth century monarch of an American empire.

John Calvin Lewis was born 73 years ago today, Aug. 30, 1843, in Lebanon, Tenn., where he spent his boyhood. A Southerner born and bred, his sympathies were with the South when the Civil War broke out, and he enlisted as a private in a Tennessee regiment. He took part in a number of engagements, including Appomattox, and then went to Louisville, where he was for some years a railway ticket agent, later becoming a well-to-do merchant.

The project for establishing a new kingdom in America, with the commander of the revolutionary army on the throne, was launched soon after the war was over, and a number of army officers were involved in the movement. Washington was indignant and promptly put his foot down on it. To one of the royalist officers he wrote:

"Be assured, sir, no occurrence in the course of the war has given me more painful sensations than your information of there being such ideas existing in the army as you have expressed and which I must view with abhorrence and reprimand with severity. . . . Let me conjure you, then, if you have any regard for your country, concern for yourself or posterity or respect for me, to banish these thoughts from your mind and never communicate, as from yourself or any one else, a sentiment of the like nature."

## HARTFORD MAN IN COLLISION.

Bridgeport, Aug. 30.—An auto owned and operated by John Liebman of No. 62 Nelson street, Hartford, was damaged last evening in a collision here with an auto owned and operated by George Murrow of this city. No one was hurt.

## BIG FIELD PIECES IN THE WAR

(Army and Navy Journal.)

The French army is now using howitzers of the 370-millimeter (14.6-inch type) against the Germans for the first time since the war began, according to the War College Division of the General Staff of the United States Army, six or eight having been recently completed ready to be sent into the field. A recent memorandum of the War College Division describes the new weapons and those pitted against it belonging to the artillery of the central powers, with some lessons drawn from the use of big field pieces thus far in the course of the war. The French 370-millimeter howitzer, it is stated, was under study when the war broke out, and is comparatively simple in construction. The trials have given most satisfactory results. At the outbreak of the war the mobile artillery of France consisted substantially of the 65-millimeter (2.65-inch) mountain, 75-millimeter (2.92-inch) field gun, and the 155-millimeter (6.1-inch) rapid fire Rimalloho gun. About one month before the outbreak of the war six regiments of 105-millimeter (4.14-inch) guns were authorized, but the guns were not ready for issue at the outbreak of the war. Since then these regiments have been furnished these, and other callers have been introduced: 150-millimeter (6-inch) Schneider rapid fire howitzers; 260-millimeter (10.5-inch) howitzers; 305-millimeter (12-inch) navy gun, mounted on railway carriage; 340-millimeter (13.3-inch) navy gun, mounted on railway carriage.

The memorandum refers to the effectiveness of the German 42-centimeter guns, and adds that "it is claimed that the Krupp Company has now perfected the 54-centimeter (21.25-inch) gun, with a range of 38 miles." The Austrians, according to a report quoted in the War College document, are using their large guns up to the 45-centimeter type against field works, field guns, storage depots, railway stations and villages where troops are quartered, and to destroy entanglements. "These uses," says the report, "are made because the guns are available. The writer has seen the effect of fire of the 30.5 centimeter and 45-centimeter mortars on semi-permanent earthworks. The craters on the hill in the rear of the line of works were 20 feet deep and 30 feet in diameter."

The War College memorandum goes on: "The success of the German army for the first four months of the war can be attributed, in a great measure, to the heavy field artillery with which they were equipped, and to its proper handling. Our observers all state that the moral effect produced on the French in the opening battle of the war by the heavy German field artillery was tremendous and came to most of the Frenchmen, who had been taught and had believed that the 75-millimeter gun was the ruler of the artillery world, as a terrific shock. At the commencement of the war the French did not take the trouble to trench nor conceal their artillery the way they do now; the result was that the heavy German batteries, when used as counter batteries and assisted by aeroplanes, had a clear field and managed to destroy whole batteries of the light 75-millimeter French guns without the latter being able to do them any harm."

"After the opening battle of the war," the French realized that they must have heavy field artillery, and made every effort to obtain it as soon as possible. The result was that between August, 1914, and March, 1915, they had sent a number of four-gun batteries of 10.5 centimeter guns to the front and had adopted and issued to the service a considerable number of new 15-centimeter rapid fire howitzers, and had started to construct 14-inch mortars. In other words, a few months after the war started the French school of artillery thought had completely veered around and adopted the German artillery idea.

From the artillery point of view the lesson to be learned from the war is the same lesson that has been taught by every war since the discovery of cannon, namely, that everything being equal, the side having the heaviest gun and the best ammunition supply system is the one that is best to give the proper support to its infantry, and, therefore, has the greatest chance of success. Before the present war started most of our artillery officers believed that the heaviest field gun or howitzer which would be needed by an army was the 6-inch howitzer firing a 126-pound projectile, and in justice to them it must be stated that, with the exception of the German and Austrian armies, this belief was general. They also believed that the function of the heavy field guns of more than 6-inch caliber, which it was known Germany and Austria possessed, was to destroy field forts of steel and concrete, and that it would not be possible to transport either of these guns or the ammunition they required with the field armies. How wrong this assumption was is shown by the present war, in which the Germans and Austrians have actually transported with their field armies, 11-inch howitzers, 12-inch howitzers, 16-inch howitzers and 17.7-inch howitzers. All reports now indicate that the great successes obtained by the German and Austrian armies on the eastern front were due in no small measure to the use of these enormous field pieces, which must hereafter be considered as essential to success in war."

## Rental Pier for One-Tenth of State Price at New London Is \$6,300 for 6-Month Period

Hartford, Aug. 30.—The commission on rivers, harbors and bridges at a meeting attended by Governor Marcus H. Holcomb at the Capitol yesterday, formally ratified the contract with the Eastern Forwarding Co. for the right of dockage and the use of part of the new \$1,000,000 state pier at New London. The lease which was presented to the governor and the commission for approval by the sub-committee provides for the use by the company of one-tenth of the pier space, or 35,000 square feet, for six months. The rental is \$6,300.

The Eastern Forwarding Co. has already spent in the neighborhood of \$40,000 in the construction of super structures, including warehouses and an administrative building.

CHINESE LILY BULBS  
10c EACH  
JOHN RECK & SON

## Rowe Is Secretary to American Members of Mexican Commission



PROF. L. S. ROWE

Professor Leo S. Rowe, who has accepted the post of secretary to the American section of the joint Mexican and American commission which is to consider plans for adjusting the existing differences between the two countries. The American members of the commission are Franklin K. Lane, secretary of the interior; George Gray, former United States circuit judge, and Dr. John R. Mott of New York. The Mexican members are Luis Cabrera, Alberto Pani and Ygnacio Bonillas. Professor Rowe holds the chair of political science in the University of Pennsylvania and has represented the United States several times on commissions dealing with Latin American affairs.

## New Realty Company Formed To Promote Local Housing Scheme

Papers of incorporation will be filed in the office of the Secretary of State for what promises to be one of the biggest individual development and housing schemes recently launched in Bridgeport. The Sachs Realty Co. has been formed with a capital of \$50,000, divided into 500 shares of common stock at the par value of \$100. The incorporators will be Louis Sachs, Irving T. Clark and Ernest Frank.

This company is formed for the purpose of building large tenement apartment houses with three to five rooms, large outside courts, roof playgrounds for children and many other distinctive features for the saving of housekeeping labor at minimum expense. An amount of \$10,000 has already been paid in, according to copies of the certificate filed to-day by Attorneys Shapiro & Shapiro. It is said that contracts for several large buildings to be built in various sections of the city are now being prepared and the building is to be undertaken by the Park City Construction Co.

One of the officials of the company asserted today that the building operations would begin at once and that at least 300 families would be furnished rents before the snow flies this fall.

Fire destroyed the warehouse of the Sperry Flour Co., at South Vallejo, Cal., at a loss of \$500,000.

The War Department temporarily suspended an order releasing college students from the militia on September 1.

## United States,

PLAIN  
USCO  
and  
CHAIN

## Tires and Tubes

## ALLING RUBBER CO.

1126 Main St.

## WE WILL RENT AT ONCE

A number of tenements of 4, 5 or 6 rooms. Those desiring permanent tenants may apply at Alb. & E. Henkels, Inc. Employment Office, Connecticut Avenue and Waterman St.

L 30 u

# The D.M. Read Co.

Established 1857

Business Hours from 8:30 to 6 p.m. daily  
including Saturday.

## Distinctive Bedroom Draperies

Japanese Print Bed Spreads with curtains to match are something out of the ordinary for bedroom draperies.

In the blue reed and flower designs, they are so quaint and Japanese. The bed spreads are of ample size to cover bolster and all.

Bed spreads, \$3.00 each. Curtains to match, \$2.00 pair.

Third floor.

## Sale of tapestry Wing Chairs and Rockers

Some excellent patterns of tapestry covered wing chairs and rockers still remain, but probably will not remain long at these sale prices.

As stated before, they are a part of an earlier order intended for our August Sale, but arriving too late for that, we have placed them on sale according to our original plan and the prices are distinctly low sale prices as one will judge upon seeing the chairs. There are four different styles in the group.

Mahogany Arm Wing Chairs, with carved mahogany side posts and a fine tapestry covering. Were to sell for \$30.00.

Sale price \$22.75

Rockers to match, same value and price.

Comfortable, Overstuffed Easy Wing Chairs with fine tapestry covering. Very desirable for the living room. Were to sell for \$23.00.

Sale price \$17.50

Rockers to match, same value and price.

Fourth floor.

## Several ounces of prevention

Heed the wisdom of the old adage, "An ounce of prevention is worth a pound of cure," and swat the fly. He's a trouble maker from beginning to end and a more bothersome pest never lives in these late summer days. A vigorous campaign waged against him for extermination is a war well waged these days, and here are effective weapons for extermination as well as means of protection against his infectious visits.

Fly Swatters, of wire with long handles, at 5 and 10 cts

Fly Traps, very efficient, three styles, at 15 and 25 cts

Fly Paper, five double sheets, 10 cts

Fly Paper Ribbon, 3 cts, 2 for 5 cts

Wire Dish Covers, for covering food, surely a wise precaution to use. In round and oval shapes and several sizes, 15 cts up

Basement.

## Last Day of Fur Sale

If you need furs this winter, Thursday is your last opportunity to purchase them at the low August prices. A well selected stock of choicest furs is now displayed on the Second Floor. A good range of prices but all are low compared with present market values.

Choose your furs now.

## Notice to Our Customers:

Because our buyers are in New York from day to day, it has been the practice at Read's when any customer has been unable to find what they want here, for the buyer to purchase for them such articles as these as they are able to procure in New York.

Therefore, while the paralysis epidemic is so prevalent there, we are pleased to remind our customers of this service so that those who do not care to undertake the risk of going to the city may use this means to procure such necessary articles as they might require which could not be found here.

## The D.M. Read Co.

Established 1857

# RADFORD B. SMITH

FAIRFIELD AVE. VARIETY STORE BROAD ST.  
CO-OPERATIVE—CAR FARE FOR CUSTOMERS  
PROFIT SHARING WITH EMPLOYEES

## COUPON GOOD

THURSDAY, AUG. 31

—Our Fourteen Cent—  
PILLOW CASES  
With Coupon, Thursday  
11c

For all the big advance in sheets and pillow cases we give our customers a chance to lay in a few of these splendid pillow cases at less than old prices.